Decision Point by Approval Authority Report

Approval Authority:	Executive Council
Decision:	[38] Executive Level Decision to transition WMSCR Comms functionality to web access via NNEW WP2 & ALDARS Comms functionality to NNEW WP2
Decision:	[43] Concurrence on ERAM Release 3 package contents
Decision:	[48] Strategy to Fund FAA Portion of NextGen 4-D Weather Cube
Decision:	[49] Strategy to Obtain and Disseminate Total Lightning Data
Decision:	[67] Approval of offshore implementation long term plan
Decision:	[68] Decision to support NASE integration with AIM
Decision:	[88] Executive Level Decision to move ADAS/ALDARS functionality to NNEW WP2
Decision:	[97] Initial Investment Decision for legacy radar (ASR-9) SLEP, through 2025
Decision:	[98] Initial Investment Decision for legacy radar (ASR-8) SLEP, including a weather channel, through 2025
Decision:	[100] Initial Investment Decision for legacy beacon (Mode S) SLEP through 2025
Decision:	[102] Final Investment Decision to implement SIM in terminal and en route legacy radar systems
Decision:	[117] Decision to decommission FDIO systems
Decision:	[119] Final Investment Decision for CATMT Work Package 3 contents
Decision:	[125] Alaska Flight Service Modernization (AFSM) Segment 1 Final Investment Decision
Decision:	[129] Final Investment Decision for Alaska Satellite Telecommunications Infrastructure (ASTI) Technical Refresh
Decision:	[143] Investment Decision (FID) to Provide 10-Hour Convective Forecast Capability and In-Flight Icing Observation from Airborne Aircraft To NextGen Weather Processor WP3
Decision:	[147] Executive Level Decision to transfer ITWS' functionality to NWS WP3 (if not done in DP 144) and safety functionality (Microburst Predict) to NextGen Far Term WP (NG FT WP)

Decision: [184] Policy Decision-Global Information Exchange Assurance

Decision: [195] Time Based Flow Management (TBFM) Final Investment Decision

Decision: [200] En Route/Oceanic Integration Assessment

Decision: [207] DUAT Continuation decision

Decision: [209] Executive Level Decision to fund FAA portion of NextGen 4-D Weather Single Authoritative Source (4-D Wx SAS)

Decision: [213] Executive Level Decision to fund FAA portion 4-D Wx SAS Tech Refresh

Decision: [236] Decision to buy systems for Cat II/III ILSs where necessary

Decision: [245] Decision on near-term minimum operational VOR ground network

Decision: [258] Investment Analysis Readiness Decision for LCGS

Decision: [262] Decision to implement Big Airspace at candidate areas

Decision: [267] Decision to proceed with High Altitude Generic Airspace Concept Phase 1

Decision: [271] Wake Turbulence Procedures

Decision: [272] Recommend 1 or 2 test field locations and define automation requirements

Decision: [306] Acquisition Strategy for Automated Flight Service Stations - CONUS

Decision: [344] Establish Requirements for a Backup Timing Source

Decision: [345] Implementation strategy decision for GPS timing backup

Decision: [348] Approve new CCS for ATCSCC in Potomac

Decision: [373] RMMS CONOPS for NextGen Integration Strategy Decision

Decision: [374] RMMS Technology Refresh Final Investment Decision

Decision: [376] Interface RMLS with SWIM Segment 2 Executive Level Decision

Decision: [390] Final Investment Decision for legacy beacon (Mode S) SLEP through 2025

Decision: [391] Final Investment Decision for legacy radar (ASR-8) SLEP, including a weather channel, through 2025

Decision: [392] Final Investment Decision for legacy radar (ASR-9) SLEP through 2025

Decision: [411] ATO Concurrence with FAA-wide SMS Integration & Implementation Strategy

Decision: [412] Assess Current 2011-2015 Strategy to Reduce Commercial Air Carrier Fatality Rate

Decision: [413] Assess Current 2016-2020 Strategy to Reduce Commercial Air Carrier Fatality Rate

Decision: [414] Assess Current 2021-2025 Strategy to Reduce Commercial Air Carrier Fatality Rate

Decision: [415] Develop New Strategy to Further Reduce Commercial Air Carrier Fatality Rate

Decision: [418] Assess Current 2011-2013 Strategy to Reduce General Aviation Fatality Rate

Decision: [419] Assess Current 2014-2018 Strategy to Reduce General Aviation Fatality Rate

Decision: [420] Develop New Strategy to Further Reduce General Aviation Fatality Rate

Decision: [421] Assess Current Strategy to Reduce Alaska Part 135 and GA Accidents

Decision: [422] Assess Strategy to Reduce Runway Incursions

Decision: [423] Develop Strategy to Further Reduce Runway Incursions

Decision: [424] Assess Strategy to Reduce OEs

Decision: [425] Develop Strategy to Further Reduce Operational Errors

Decision: [432] Strategy to Meet NextGen Safety Objectives/Develop Safety Management Service

Decision: [433] Integrated Core Safety Data Services Agreement

Decision: [443] IID to Tech Refresh/SLEP wind shear detection services of all WS systems

Decision: [444] FID to Tech Refresh/SLEP all low-level wind shear detection systems as part of wind shear detection service

Decision: [445] IID to consolidate and replace automated surface observing capability with mulit-agency NextGen Surface Observing capability

Decision: [446] FID to consolidate and replace automated surface observing capability

Decision: [448] IARD to fund FAA portion of NNEW WP2 & transition WMSCR/ALDARS to Comms to NNEW WP

Decision: [449] IID to fund FAA portion of NNEW WP2 & transition WMSCR/ALDARS Comms to NNEW WP2

Decision: [450] IARD to fund FAA portion of 4-D Weather SAS Tech Refresh

Decision: [451] IID to fund FAA portion of 4-D Weather SAS Tech Refresh

Decision: [452] IARD to provide 10-hour Convective Forecast capability to NWP WP3 and in-flight Icing Observation from airborne aircraft to NWP WP3

Decision: [453] IID to provide 10-hour Convective Forecast capability to NWP WP3 and provide in-flight Icing Observation from airborne aircraft to NWP WP3

Decision: [454] ISD to document final configuration of the NextGen Wx Processor Work Pkg 3 (NWP WP3)

Decision: [455] FID to Acquire and Deploy Wake Turbulence for Mitigation for Departures (WTMD)

Decision: [456] ISD to Acquire and Deploy Wake Turbulence for Mitigation for Departures (WTMD)

Decision: [457] IID to Add Wake Turbulence for Mitigation for Arrivals (WTMA) from Closely Spaced Parallel Runways (CSPR)

Decision: [458] FID to Add Wake Turbulence for Mitigation for Arrivals (WTMA) from Closely Spaced Parallel Runways (CSPR)

Decision: [459] ISD to Add Wake Turbulence for Mitigation for Arrivals (WTMA) from Closely Spaced Parallel Runways (CSPR)

Decision: [460] IID to Add Wake Turbulence for Mitigation for Single Runway (WTSR)

Decision: [461] FID to Add Wake Turbulence for Mitigation for Single Runway (WTSR)

Decision: [462] ISD to Add Wake Turbulence for Mitigation for Single Runway (WTSR)

Decision: [481] Executive Level decisions to move access to Lightning data to NNEW

Decision: [482] IID to transfer most ITWS functionality to NWP WP2 or Tech Refresh ITWS

Decision: [483] FID to transfer most ITWS functionality to NWP WP2 or Tech Refresh ITWS

Decision: [585] Transition plan for NAS Programs to use the Intrusion Detection & Response capability completed

Decision: [586] Transition plan for NAS Programs to use the Certified Software Management capability completed

Decision: [589] Transition plan for NAS Programs to use the External Boundary Protection capability completed

Decision: [596] Traffic Flow Management Sustainment Final Investment Decision

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Approval Authority: Joint Resource Council

Decision: [2] AIM Modernization Segment 1 Final Investment Decision

Decision: [30] Investment Analysis Readiness Decision for Tower Flight Data Manager 1 (TFDM1)

Decision: [31] Final Investment Decision for Post ERAM R3 Work Package

Decision: [33] Investment Analysis Readiness Decision for Security Integrated Tool Suite (SITS)

Decision: [34] Decision on Voice Bridge Contract (Align with NVS IID)

Decision: [36] Final Investment Decision for migration of PRM to PRM-A (based on multilateration)

Decision: [37] IARD to Tech Refresh/SLEP wind shear detection services capability of all WS systems (to address wind shear study & technologies)

Decision: [40] Initial Investment Decision to acquire & deploy initial phase of Wake Turbulence capability for Mitigation for Departures (WTMD) from Closely Spaced Parallel Runways (CSPR)

Decision: [44] Time Based Flow Management (TBFM)/Integrated Enterprise Solution (IES) Initial Investment Decision

Decision: [45] Terminal Automation Modernization and Replacement (TAMR) Phase 3 Initial Investment Decision

Decision: [46] Tower Flight Data Manager 1 (TFDM1) Final Investment Decision

Decision: [47] Final Investment Decision for NAS Voice Switch

Decision: [57] TBFM/IES Final Investment Decision

Decision: [61] Investment Decision to add WT for Mitigation for Arrivals (WTMA) from Closely Spaced Parallel Runways (CSPR)

Decision: [65] Common Information Display Systems (IDS) capability in En Route and Terminal Final Investment Decision

Decision: [70] Acquisition Decision to establish a Federal Procurement for Ground Based Augmentation System (GBAS) CAT II/III capable systems under the Local Area Augmentation System (LAAS) Program

Decision: [74] Approve FTI Re-Compete Decision

Decision: [75] En Route Automation NextGen Mid-Term Work Package Initial Investment Decision

Decision: [76] Final Investment Decision for removal or SLEP/replace ASDE surface primary radars (evolving requirements for safety and security may impact decision)

Decision: [77] Initial investment Decision to implement a NextGen Surveillance and Weather Radar Capability for ATC

Decision: [78] Initial Investment Decision to implement a NextGen beacon/backup radar system for ATC

Decision: [79] Investment Analysis Readiness Decision (IARD) for NextGen Wx Processor WP1 and NNEW WP1 to enter IA

Decision: [83] Transition to NextGen Far Term automation platforms and display subsystem through convergence Initial Investment Decision

Decision: [85] Investment Decision (IARD) to Consolidate & Replace Automated Surface Observing Systems

Decision: [86] Investment Decision (IID) for NextGen Wx Processor WP1 (includes CIWS functionality, NG WARP functionality & NNEW WP1 functionality (includes WARP WINS & FBWTG))

Decision: [89] Final Investment Decision for NextGen Wx Processor WP1

Decision: [95] Decision for replacement of terminal primary radars (ASR-11 PSR) and removal of terminal beacons (ASR-11 MSSR)

Decision: [96] Decision for replacement of en route beacons (ATCBI-6)

Decision: [103] Final Investment Decision for technology refresh of beacons (ATCBI-6)

Decision: [104] Final Investment Decision to implement a NextGen Surveillance and Weather Radar Capability for ATC

Decision: [105] Final Investment Decision to implement a NextGen beacon/backup radar system for ATC

Decision: [107] TAMR Phase 3 Final Investment Decision

Decision: [110] Approve final investment for transition to NextGen automation platforms and display subsystem through convergence

Decision: [111] En Route Automation NextGen Mid-Term Work Package Final Investment Decision

Decision: [115] Approve Tower Flight Data Manager 1 Initial Investment Decision

Decision: [121] AIM Modernization Segment 2 Final Investment Decision

Decision: [122] AIM Modernization Segment 3 Final Investment Decision

Decision: [126] Initial Investment Decision (IID) Flight Services Facilities

Decision: [127] Final Investment Decision (FID) Flight Services Facilities

Decision: [130] Selection of SWIM Segment 2 candidates.

Decision: [144] Investment Decision (IARD) to Tech Refresh ITWS systems (includes improved data quality, upgraded TWINDS & path-based wind shear), or transfer all functionality (TWINDS & path-based wind shear) to NWP WP2 or Tech Refresh ITWS

Decision: [158] Data Communications Segment 1 FID (part 1 of a split FID)

Decision: [166] Decision on enhanced FIS-B services

Decision: [177] Initial Investment Decision for SITS Air Domain Security Architectures

Decision: [179] Final Investment Decision for LCGS

Decision: [180] Final Investment Decision for ADS-B to assume LCGS function, or approve a Technology Refresh for LCGS

Decision: [198] Tower Flight Data Manager 2 (TFDM2) Final Investment Decision

Decision: [201] En Route /Oceanic IES NextGen WP Initial Investment Decision

Decision: [202] En Route /Oceanic IES NextGen WP Final Investment Decision

Decision: [203] Flight Service, AFSM Voice System Provisioning Coordination with NVS

Decision: [206] Final Investment Decision for SITS Air Domain Security Architecture

Decision: [208] Meteorological and Aeronautical Planning System (MAPS) Final Investment Decision

Decision: [212] Investment Decision (IARD) to add WT Mitigation for Single Runway (WTSR) decision support capability

Decision: [214] Determine to Sustain or Decommission LDRCL

Decision: [215] Determine to Sustain or Decommission RCL

Decision: [216] Determine to Sustain NMR or incorporate it into FTI-2

Decision: [218] CRDR for migration to L-band for DataComm

Decision: [254] In-Service Decision for SBS Critical Services (ADS-B) NAS wide implementation, including backup strategy

Decision: [255] In-Service Decision for WM/LAT (Alaska and Colorado)

Decision: [256] Final Investment Decision for ASR-11 Technology Refresh Segment 2 (through 2025)

Decision: [259] Final Investment Decision for RWSL Technology Refresh

Decision: [260] Decision on ADS-B Rule Compliance

Decision: [275] Terminal Automation NextGen Mid-Term Work Package Initial Investment Decision

Decision: [276] Terminal Automation NextGen Mid-Term Work Package Final Investment Decision

Decision: [277] Final Investment Decision for SWIM Segment 2 (Baseline FY12 - 16)

Decision: [293] Policy Decision between ATO-E, ATO-W, and ATO-P to allocate the initial focus of Enterprise Information System Security (ISS)

Decision: [294] IARD for Mid Term Work Package

Decision: [295] FID for ID&R, EBP, IPE, and CSM capabilities of Mid Term Work Package

Decision: [296] IID for RE&D for I&KM

Decision: [297] IID for EBP, ID&R, IPE, and CSM for the Mid Term Work Package

Decision: [298] IARD for Far Term Work Package

Decision: [299] IID for Far Term Work Package

Decision: [300] FID for I&KM Mid Term Work Package

Decision: [301] BCD Far Term Work Package

Decision: [303] Future Facility Strategy Decision

Decision: [304] Data Communications Segment 2 FID

Decision: [339] Initial Investment Decision for NAS Voice Switch

Decision: [341] Final Investment Decision to transition WMSCR Comms functionality to web access via SWIM Seg 3 & ALDARS Comms to NNEW WP2

Decision: [346] Final Investment Decision for CATMT Work Package 4

Decision: [349] Approve Digital Audio Legal Recorder replacement

Decision: [350] FID for NEXCOM Segment 2 Modernization Phase 1

Decision: [351] Approve RCE Replacement

Decision: [353] Data Communications Segment 1 FID (part 2 of a split FID)

Decision: [355] CATMT Work Package 4 Investment Analysis Readiness Decision

Decision: [356] CATMT Work Package 4 Initial Investment Decision

Decision: [357] TBFM/IES Investment Analysis Readiness Decision

Decision: [359] En Route /Oceanic IES NextGen WP Investment Analysis Readiness Decision

Decision: [361] En Route Automation NextGen Mid-Term Work Package Investment Analysis Readiness Decision

Decision: [363] Terminal Automation NextGen Mid-Term Work Package Investment Analysis Readiness Decision

Decision: [365] Transition to NextGen Far Term automation platforms and display subsystem through convergence Investment Analysis Readiness Decision

Decision: [367] Meteorological and Aeronautical Planning System (MAPS) Investment Analysis Readiness Decision

Decision: [368] Meteorological and Aeronautical Planning System (MAPS) Initial Investment Decision

Decision: [370] AIM Modernization Segment 3 Investment Analysis Readiness Decision

Decision: [371] AIM Modernization Segment 3 Initial Investment Decision

Decision: [385] Initial Investment Decision of common Information Display Systems (IDS) capability in En Route and Terminal

Decision: [387] NextGen ATOP/Offshore Automation Investment Analysis Readiness Decision

Decision: [388] NextGen ATOP/Offshore Automation Initial Investment Decision

Decision: [389] NextGen ATOP/Offshore Automation Final Investment Decision

Decision: [393] Initial Investment Decision for Technology Refresh of ATCBI-5 beacon system

Decision: [394] Final Investment Decision for Technology Refresh of ATCBI-5 beacon system

Decision: [395] Initial Investment Decision for Technology Refresh of ATCBI-6 beacon system

Decision: [396] Investment Analysis Readiness Decision for Precision Runway Monitor-Alternate

Decision: [397] Initial Investment Decision for migration of PRM to PRM-A (based on multilateration)

Decision: [398] In-Service Decision for PRM-A (based on multi-lateration)

Decision: [399] Investment Analysis Readiness Decision for removal or SLEP/replace ASDE surface primary radars

Decision: [400] Initial Investment Decision for removal or SLEP/replace ASDE surface primary radars

Decision: [401] In-Service Decision for Low Cost Ground Surveillance system

Decision: [402] In-Service Decision for Runway Status Light system

Decision: [403] Final Investment Decision for SBS Implementation of Advanced ADS-B Applications

Decision: [404] In-Service Decision (ISD) for Final Operational Capability (FOC) for ADS-B Critical and Essential Services

Decision: [405] Investment Analysis Readiness Decision for SIM in terminal and en route legacy radar systems

Decision: [406] Initial Investment Decision for SIM in terminal and en route legacy radar systems

Decision: [407] Investment Analysis Readiness Decision for NextGen Surveillance and Weather Radar Capability

Decision: [408] In-Service Decision for NextGen Surveillance and Weather Radar Capability

Decision: [409] Investment Analysis Readiness Decision for New Beacon/Backup System

Decision: [410] In-Service Decision for New Beacon/Backup System

Decision: [438] Flight Data Interface Modernization Investment Analysis Readiness Decision

Decision: [439] Flight Data Interface Modernization Initial Investment Decision

Decision: [440] Flight Data Interface Modernization Final Investment Decision

Decision: [441] ATIS Technical Refresh FID

Decision: [442] Determine need for VSCS Technical Refresh Phase IV

Decision: [447] ISD to replace all automated surface observing systems with NextGen Surface Observing capability

Decision: [486] ATIS Technical Refresh IARD

Decision: [487] ATIS Technical Refresh IID

Decision: [496] Airport Wireless Communication System IARD

Decision: [497] Airport Wireless Communication System IID

Decision: [498] Airport Wireless Communication System FID

Decision: [499] FID for NEXCOM Segment 2 Modernization Phase 2

Decision: [516] Investment Analysis Readiness Decision (IARD) for a Mobile/Transportable Airport Surveillance Radar (MASR)

Decision: [517] Initial Investment Decision (IID) for a Mobile/Transportable Airport Surveillance Radar (MASR)

Decision: [518] Final Investment Decision (FID) for a Mobile/Transportable Airport Surveillance Radar (MASR)

Decision: [519] In-Service Decision (ISD) for a Mobile/Transportable Airport Surveillance Radar (MASR)

Decision: [588] Transition plan for NAS Programs to use the Internal Policy Enforcement capability completed

Decision: [593] Investment Analysis Readiness Decision (IARD) for Technology Refresh of ATCBI-5 beacon system

Decision: [595] IARD for Continuation of Flight Services

Decision: [604] In-Service Decision (ISD) for SIM in Terminal and En Route Legacy Radar Systems

Decision: [605] Investment Analysis Readiness Decision of common Information Display Systems (IDS) capability in En Route and Terminal

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Approval Authority: Unassigned

Decision: [1] Approve ERAM Release 2 package contents

Decision: [3] NIMS sustainment or total resumption service by RMMS decision

Decision: [4] Final Investment Decision for SWIM Ground Segment 1 Implementation (Baseline for FY 09 - 10)

Decision: [5] VOR decision for drawdown based on GNSS

Decision: [6] Develop rightsizing DME requirements, e.g., service volume, DME architecture, pathway.

Decision: [7] Decision for ADS-B/TIS-B/FIS-B Segment 2 (NAS wide) implementation, including backup strategy (the approved backup strategy is to retain limited secondary radar and all terminal primary radars)

Decision: [8] Decision for legacy radar/beacon (ASR-8/ATCBI-4/5, ASR-9/Mode S) low activity refresh through 2020 (no extension of ASR-11 deployment)

Decision: [9] Investment Decision for Terminal Doppler Weather Radar (TDWR) SLEP 1

Decision: [10] Investment Decision for continued funding to evaluate lower troposphere aircraft Wx Obs

Decision: [11] Investment Decision to transfer the Comms functionality of WARP WINS into SWIM (System Wide Information Management) Seg 2 as component of NNEW

Decision: [12] Investment Decision for WARP Sustain until subsumed into NextGen Wx Processor Work Package 1 (WP1)

Decision: [13] Investment Decision to move TWIP to SWIM Air Segment (Or remain as a vendor provided service)

Decision: [14] Investment Decision for WMSCR TR; Sustained to reach SWIM Segmt. 3 (Re-Org expect transition to Comm.)

Decision: [15] Investment Analysis Readiness Decision (IARD) for NextGen Facilities

Decision: [16] Decision to develop avionics policy, standards and equipage strategy for Enhanced/Synthetic Vision Systems (EVS/SVS) to support low and zero visibility surface operations.

Decision: [17] TCAS Research

Decision: [18] Approve requirements for Post ERAM R3 work package initial investment

Decision: [19] Approve CATMT work package 2 (mid-term package content)

Decision: [20] Approve EFS final investment to migrate towards TFDM functional capability.

Decision: [21] SAIDS near-term sustainment/replacement final investment decision

Decision: [22] Approve NextGen Staff Tower ConOps

Decision: [23] Decision on next generation CAT I Landing System.

Decision: [24] Decision to proceed with research & development work for Category-II/III GBAS

Decision: [25] Final Investment Decision to baseline NEXRAD and fund science evolution on NEXRAD, including Dual Pol

Decision: [26] EC Strategy Decision to outsource existing ASOS maintenance contract [with NWS]

Decision: [27] Investment Decision for ITWS

Decision: [28] NextGen. Equipage Strategy

Decision: [32] NextGen Staff Tower initial investment decision

Decision: [35] Determine FAA's initial investment strategy for the data communications program and the concomitant rulemaking strategy for airborne equipment.

Decision: [39] Executive Level Decision to Deploy End State JAWS

Decision: [41] Initial Investment Decision (IID) for NextGen Facilties

Decision: [42] Decision to mandate weather sensor (MDCRS/TAMDAR) equipage on aircraft (Jetliners first, then Taxi/Commuter, small aircraft later) [NAS EA Roadmap (Wx)]

Decision: [50] Final Investment Decision (FID) - Approve Transition for Candidate ARTCCs and TRACONS to 1st Set of NextGen Facilties

Decision: [51] Final Decision published for Rulemaking of new air/ground comm. System (DATACOM) [NAS EA Roadmap (Comm)]

Decision: [54] Decision to develop avionics policy and standards for Enhanced Aircraft Flight Management Systems to support 4D super density operations. (DP 171. DP 172 must be completed)

Decision: [55] Assess common front end display components for Radar Display (i.e., R-side) monitor

Decision: [56] Approve En Route Automation Release 4 package contents

Decision: [58] Staffed NextGenTower final investment decision

Decision: [60] Final Investment Decision for TDWR SLEP 2

Decision: [62] Investment Decision to SLEP (or replace) F-420 wind sensor/display

Decision: [63] Investment Decision to SLEP (or replace) DASI

Decision: [64] Approve En Route Automation Release 5 package contents

Decision: [66] Executive approval to integrate DOTS+ functionality into TFMS WP2

Decision: [71] Investment Decision to transfer remaining ALDARS functionality to WMSCR or H/W Tech Refresh for ALDARS

Decision: [72] Investment Decision for ASR-WSP Tech Refresh

Decision: [73] Approve En Route Automation Release 6 package contents

Decision: [80] Decision supporting AIM integration

Decision: [82] Investment Decision for NextGen Wx Processor WP2 to accept enhanced Aircraft Obs (Turbulence & Humidity)

Decision: [84] Decision to 1) decommission all ground-based wind shear capability (TDWR, ASR-WSP & LLWAS) but replace TDWR w/less expensive Wx radar and SLEP ASR-9/11 Wx Channel; or 2) SLEP ground-based wind shear except replace LLWAS w/LIDAR for dry MB Detect & SLEP NE

Decision: [87] Investment Decision to add WTMSR (WT Mitigation for Single Runway) decision support capability

Decision: [90] Approve ARTS IIE system migration to either ARTS IIIE and/or STARS final investment

Decision: [91] Investment Decision to SLEP following: 1) Wind Shear systems, 2) ASR-9/11 Wx Channel and 3) NEXRAD; or replace them with a NextGen Wx Surveillance Capability

Decision: [92] Investment Decision for NEXRAD - SLEP or replacement

Decision: [93] Rulemaking decision for equipage of Weather Sensors and Wake Turbulence implementation

Decision: [99] Decision for ASR-11 Technology Refresh Segment 1 Final Investment Decision

Decision: [101] Decision for acquisition of (JRC 2a decision) of RWSL systems

Decision: [106] ARTS 1E/IIE: Investment decision to sustain & upgrade hardware and software until full migration is completed

Decision: [108] Decision to award a follow on contract for TMA Upgrades Replaced by decision point 195

Decision: [112] Assessment for common Terminal and En Route R-side display (e.g., hardware and software)

Decision: [113] Access common Surveillance Data Processing for Terminal and En Route automation (e.g., 3 mile separation, fusion).

Decision: [114] Assessment for common display (e.g., H/W and S/W platforms) of electronic flight data for En Route and Terminal automation.

Decision: [116] TDLS near-term sustainment final investment decision

Decision: [118] Define and approve En Route pre-implementation acquisition strategy

Decision: [120] AIM Modernization Segment 1 Initial Investment Decision

Decision: [123] Continuation of DUATS Services

Decision: [124] Continuation of pre-flight and in-flight

Decision: [128] Final Investment Decision for SWIM Segment 1B (Baseline for FY 11 - 13)

Decision: [131] Final Investment Decision (FID) - Approve Transition for Candidate ARTCCs and TRACONS to 2st Set of NextGen Facilities

Decision: [132] Final Investment Decision (FID) - Approve Transition for Candidate ARTCCs and TRACONS to 3rd Set of NextGen Facilties

Decision: [133] Final Investment Decision (FID) - Approve Transition for Candidate ARTCCs and TRACONS to 4th Set of NextGen Facilties

Decision: [134] Final Investment Decision (FID) - Approve Transition for Candidate ARTCCs and TRACONS to 5th Set of NextGen Facilties

Decision: [135] Final Investment Decision (FID) - Approve Transition for Candidate ARTCCs and TRACONS to 6th Set of NextGen Facilties

Decision: [136] NCIME Executive Decision

Decision: [137] Phase 1 - Decision to start GPS Signal Monitoring Acquisition

Decision: [138] Phase 2 - Decision for Signal Monitoring Integration with GPS

Decision: [139] Phase 3 - Transition and Operational Evaluation

Decision: [140] Decision on Enhanced Weather Sensors to support enhanced wx observations and forecasting

Decision: [141] Evaluate alternatives for system outsourcing or Technical Refresh for sustainment until replaced with NextGen surfacing observing capability

Decision: [142] Final Investment Decision for ITWS to add 12 systems & provide Wx support (remote displays) to 25 satellite/reliever airports

Decision: [145] Final Investment Decision for TDWR SLEP 3 (made in conjunction with Decision 84)

Decision: [146] Final Investment Decision to baseline CIWS prototype as NWP WP1

Decision: [148] Final Investment Decision to integrate CIWS functionality into NWP WP2. Also includes decision to implement Convective 8-hour forecast & enhanced aircraft Obs (Turb/Humdity) into NWP WP2.

Decision: [149] NextGen Equipage Implementation Plan (not realistic for single equipage for all capabilities)

Decision: [150] Airborne Communications Infrastructure, evaluate and establish standards for low cost handheld devices for general aviation (GA) advisories. Develop and encourage use of commercial data services for digital messaging to and from GA pilots.

Decision: [151] Airborne Navigation Backup (eLoran, IRU, other backup) (must complete NAV DP 23, 24 2009Q1, likely FY09Q3, New Administration)

Decision: [152] Cooperative Surveillance Concept (SC-218, including TCAS concept)

Decision: [153] A/C IP architecture to Support Ground IP Architecture

Decision: [154] Determine are TAWS algorithms sufficient for NextGen (Terrain)

Decision: [155] First operationally approved GBAS Cat III through proof-of-concept (non-Fed)

Decision: [156] Initial new GNSS capabilities expected to become operational

Decision: [157] New standards for GNSS/IRU integration (including low-cost inertial systems)

Decision: [159] Aircraft standards publication for Segment 1 linked to Datacomm

Decision: [160] Aircraft standards publication for Segment 2 linked to DataComm

Decision: [161] DataComm Avionics development complete, Forward Fit begins

Decision: [162] Agency Link Decision for FCI

Decision: [163] VDLM-2/AOC performance to support Datacom Segment 2 and 3

Decision: [164] FCI Airspace prescription (policy effectivity date - timeframe TBD)

Decision: [165] SWIM Air Policy

Decision: [167] Decision on Enhanced Vision System (EVS) architectures to support low and zero visibility approach and surface operations (IR signature) (SC-213 MASPS, MOPS, TSO, AC)

Decision: [168] Decision on VNAV implementation (eg, as component of advanced RNP 1)

Decision: [169] Vertical requirements for 4DT (MASPS - Baro)

Decision: [170] Decision on implementation of required time of arrival (without full 4DT)

Decision: [172] 4DT concept complete, including common definition of Flight Object path and constraints. Major agency decision on constrained trajectory, negotiated trajectory, delegated trajectory)

Decision: [173] Strategy for use of EFVS/SVS (Enhanced Flight Vision System/Synthetic Vision System) in future operations (90 series AC)

Decision: [174] Agency policy to add ABWTS (Aircraft Based WT Separation) decision support capability to the flight deck

Decision: [175] Integrated Display

Decision: [176] DME NextGen Strategy Plan-Decision to procure next generation of DMEs to replace aging systems and expand the network where needed to support RNAV & NextGen

Decision: [178] JRC Initial Investment Decision for Low Cost Ground Surveillance (LCGS) System

Decision: [181] TBO Conformance Monitoring

Decision: [182] Closely Spaced Parallel Offset (CSPO)

Decision: [197] Approve Tower Flight Data Manager 3 Initial Investment Decision

Decision: [204] Flight Service, AFSM Interim Voice Switch Final Investment Decision (New for Communications Roadmap)

Decision: [210] Final Investment Decision to fund WARP contract maintenance until subsumed into NextGen Wx Processor Work Package 1 (NWP WP1)

Decision: [211] Investment Decision to deploy additional LIDAR for dry microburst detection

Decision: [224] Decision to develop dual frequency multi-constellation GNSS avionics

Decision: [227] Decision to develop dual frequency SBAS/WAAS avionics

Decision: [231] Decision to use eLoran in the NAS

Decision: [232] eLoran standards ready; decision to support non-precision approaches

Decision: [233] eLoran is capable of supporting en route and terminal operations and non-precision

Decision: [234] Decision to buy ILSs to replace aging systems

Decision: [238] ALS (I) - Decision to develop and implement replacements for PAR 38 & 56 lamps

Decision: [240] ALS (II/III) - Decision to improve energy efficiency of lighting systems

Decision: [242] Decision to conduct R & D to explore RVR for prediction of precipitation

Decision: [246] Next generation of VORs available

Decision: [247] Decision to develop and implement replacements for PAPI lamps with LEDs

Decision: [249] Decision to develop and implement replacements for REIL lamps with LEDs

Decision: [251] Decision to deploy semiflush fixtures for existing sites and new establishments

Decision: [253] In-Service Decision for SBS Essential Services (TIS-B/FIS-B) NAS wide implementation

Decision: [257] JRC FID (JRC 2B) Decision for acquisition of RWSL systems

Decision: [265] Develop concept for RNAV-2 and RNP-2 airspace

Decision: [278] Terminal/En Route procedural changes required for Optimized Profile Decent (OPD) are determined

Decision: [279] ATCT CHI enhancements required to minimize controller workload associated with additional aircraft and ground vehicle information are determined

Decision: [280] Determine controller decision support requirements for surface safety logic algorithms

Decision: [281] Controller training and procedures for providing radar-like services to non-towered airports are determined

Decision: [282] Validate surface Data Comm message process is equivalent or better than current voice-based surface communications

Decision: [283] Identify and train ATCT departure procedures and decision support tools to support WTMD

Decision: [284] Develop effective training, decision support tools and job aids ensure equivalent ANSP operations for airspace not requiring local ATC knowledge

Decision: [286] New terminal and en route controllers are developed and trained

Decision: [287] ANSP procedures for delegation of new oceanic climb and descent maneuvers are development

Decision: [288] Determine appropriate ANSP decision support tool requirements for TBM and develop training so that ANSPs can manage trajectories to meet scheduled meter times

Decision: [289] ANSP information needs to support the delegation of responsibility for separation are determined

Decision: [290] Define automated tool requirements to support the assessment of alternate configurations; determine likely ANSP error modes associated with dynamic re-configurations

Decision: [291] Identify ANSP Decision support tool requirements which identify conflicts/complexity/density conditions and providing alternatives to resolve the conditions; determine appropriate alerting and feedback mechanisms for using Data Comm

Decision: [292] ANSP controller human performance issues associated with reduced separation are developed and mitigation plans created

Decision: [302] Service Decision for the NAS Enterprise Security NextGen work package

Decision: [309] Identify optimal human-automation functional allocation of resources for mixed environments

Decision: [310] Metering roles and responsibilities between TFM and En Route are developed

Decision: [313] En Route controller procedures operating under Terminal separations standards are developed

Decision: [314] ANSP human performance issues associated with delegated separation are defined (active vs. monitoring role)

Decision: [315] Negotiated procedures for pilot are developed and tested

Decision: [317] Decision on post-decommission use of NDB spectrum

Decision: [319] Completion of GBAS Cat III prototype and development

Decision: [320] Decision to implement RVR 1800 at OEP Airports

Decision: [321] Increased capacity at ILS/RVR equipped runways during IMC

Decision: [323] NCIME Acquisition Decision

Decision: [325] Infrared minimum requirement defined for EFVS

Decision: [326] EFVS Funding decision by AFS

Decision: [338] ATOP NG

Decision: [342] Final Investment Decision for NextGen Weather Radar Capability

Decision: [343] Investment Decision (IARD) to baseline CIWS in NextGen Wx Processor WP2

Decision: [523] Air-Ground Data Security Requirements

Decision: [524] Air-Ground Comm Issues

Decision: [525] UAS Conformance

Decision: [526] Rule of ADS-B/DataComm Intent Data

Decision: [527] Decision on proposed set of trajectory Management performance levels

Decision: [528] NextGen FMS

Decision: [530] GBAS MOPS

Decision: [531] Supersonic Business Jet (NASA)

Decision: [532] Small Supersonic Airliner (NASA)

Decision: [533] Efficient Multi-Mach aircraft (NASA)

Decision: [534] New Engine

Decision: [535] RNAV above FL 180

Decision: [536] RNP 2 above FL 290

Decision: [540] RNP 2 Routes

Decision: [541] RNP 4 and 30/30 in WATRS

Decision: [542] RNAV for all of CONUS airspace

Decision: [543] RNAV for all "busy" airspace

Decision: [544] SC 214 Avionics SC-24 Avionics

Decision: [545] SC-214 MOPS

Decision: [546] Upset Aircraft Recovery-Controls

Decision: [547] Crashworthiness

Decision: [548] Envelope Protection

Decision: [549] Flight Crew Awareness

Decision: [550] Phase out of engines

Decision: [551] Phase out Fuels/Alternative Fuels Decision

Decision: [555] Strategy for transition to LED Airport/Approach Lighting

Decision: [557] MASPS for Advanced Vision Systems for Landing

Decision: [558] LED Approach/Airport Lighting Phase In

Decision: [561] EISA Compliance Policy

Decision: [562] MOPS for UAS pilot to aircraft communications link

Decision: [597] RSA NAVAID Improvement

Decision: [598] Decision on Requirements/Policy for of beacon/transponders for airport surface vehicles

Decision: [599] Decision on Requirements/Policy for Surface Moving Maps on Airport Surface Vehicles

Decision: [600] HF Moving Map Design Guide

Approval Authority: NextGen Management Board

Decision: [52] Final Decision for Avionics Mandate/Rulemaking for ADS-B (out)/MODE-S/UAT

Decision: [59] Evaluate SWIM Air Capability

Decision: [183] Research Transition Decision-Air-Ground Data Exchange Framework

Decision: [185] Policy Decision-Develop ATO/AVS Partnership guidance

Decision: [380] Perform CSPO Modeling and Simulation Feasibility

Decision: [464] Implementation Decision: Apply Equipage Insertion Plan- Output Boeing OTA

Decision: [469] Planning Decision: Develop Requirements to Implement Independent Operations Below 4300' w/ Dual ILS

Decision: [470] Planning Decision: Develop Requirements for Independent Operations below 4300' using PBN

Decision: [471] Planning Decision: Develop Requirements to Implement Independent Operations Applying Advanced Concepts

Decision: [478] Planning Decision: Develop Best Equipped Best Served Strategy to Support Operational Benefits to Equipped Aircraft

Decision: [479] Policy Decision: Best Equipped Best Served Strategy

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Approval Authority: Service Director

Decision: [53] Agency policy published on Navigation future configuration to be GNSS-based

Decision: [69] Approved Cat I Instrument Approach policy Allows Cat I Drawdown

Decision: [81] VOR decision on far-term drawdown

Decision: [94] Decision on complete ILS CAT I drawdown

Decision: [219] Completion of all WAAS instrument approach procedures (LPV and LP) for all qualifying runways in the National Airspace System (NAS), estimated to be 5500 runway ends. Original date of 2018 was accelerated to 2016

Decision: [222] 24 GPS dual frequency satellites with L1 and L5 operating and transmitting useable signals for aviation.

Decision: [225] Decision to proceed with dual frequency multi-constellation GNSS avionics activities to validate standards and lower risk for avionics development

Decision: [226] Completion of Dual frequency multi-constellation GNSS avionics activities

Decision: [228] Decision to proceed with WAAS dual frequency avionics activities to validate standards and lower risk for avionics development.

Decision: [229] Completion of WAAS Dual frequency avionics activities.

Decision: [230] Cut-over to dual frequency operations

Decision: [235] Decision on active drawdown of Cat I ILSs operating in the NAS

Decision: [237] Decision on replacement Cat II/III ILSs operating in the NAS

Decision: [239] ALS I LED Lamps are available

Decision: [241] Energy efficient ALSF-2 production systems available

Decision: [243] Decision to implement enhanced capability based on results of RVR research

Decision: [244] Next generation of DMEs available to support RNAV throughout the NAS

Decision: [248] Next generation of LED PAPI systems available

Decision: [250] Next generation of LED REIL systems available

Decision: [252] Semiflush flasher fixtures production system available

Decision: [316] GBAS/LAAS ground facilities and single-frequency avionics available for use

Decision: [318] All federal NDBs decommissioned from the NAS

Decision: [322] Enhanced low visibility operations supported by navigation infrastructure

Decision: [324] ALS (I) - Design and development of PAR 38 and PAR 56 LED replacement lamps is completed

Decision: [329] RVR Sustainment: ISD for PC-RVR for use within the NAS

Decision: [507] WAAS moves from Phase III to Phase IV

Decision: [511] Decision on national backup

Decision: [537] Order 8400.12A (50/50 and expanded 30/30 in the Pacific)

Decision: [538] Order 8400.33 (60 Lat in WATRS)

Decision: [552] AC 90-101 RNP AR (RNP as a key enabler for Environment)

Decision: [559] AC20-VS for Advanced Vision Systems

Decision: [603] LED Prototypes available for testing

Approval Authority: Service Unit / EAB

Decision: [109] Architectural Decision to Pursue a Common Information Display System (IDS)

Decision: [171] RTCA ATMAC R&P TOPS CONUSE (Define role of aircraft vs AOC vs ATS in trajectory optimization (defining requested trajectory))

Decision: [188] Planning Decision-Research Transition Integrated and base-lined Air-Ground Concepts

Decision: [217] Airport Wireless Communication System CRDR

Decision: [354] CATMT Work Package 4 Concept and Requirements Definition Readiness Decision

Decision: [358] En Route /Oceanic IES NextGen WP Concept and Requirements Definition Readiness Decision

Decision: [360] En Route Automation NextGen Mid-Term Work Package Concept and Requirements Definition Readiness Decision

Decision: [362] Terminal Automation NextGen Mid-Term Work Package Concept and Requirements Definition Readiness Decision

Decision: [364] Transition to NextGen Far Term automation platforms and display subsystem through convergence Concept and Requirements Definition Readiness Decision

Decision: [366] Meteorological and Aeronautical Planning System (MAPS) Concept and Requirements Definition Readiness Decision

Decision: [369] AIM Modernization Segment 3 Concept and Requirements Definition Readiness Decision

Decision: [372] TBFM/IES Concept and Requirements Definition Readiness Decision

Decision: [386] NextGen ATOP/Offshore Automation Concept and Requirements Definition Readiness Decision

Decision: [437] Flight Data Interface Modernization Concept and Requirements Definition Readiness Decision

Decision: [466] Planning Decision: Develop A-G PNT Requirements

Decision: [474] Planning Decision: Develop UAS ATC Interoperability Performance Requirements

Decision: [475] Planning Decision: Develop A-G Functional Allocation Trade Space

Decision: [476] Planning Decision: Apply A-G Functional Allocation Trade Space to NASEA Requirements

Decision: [485] ATIS Technical Refresh CRDR

Decision: [506] Concept and Requirements Definition Readiness (CRDR) Decision for SIM in Terminal and En Route Legacy Radar Systems

Decision: [515] Concept and Requirements Definition Readiness Decision (CRDR) for a Mobile/Transportable Airport Surveillance Radar (MASR)

Decision: [601] Concept and Requirements Definition Readiness (CRDR) for Information Systems Security Mid Term Work Package

Decision: [602] Concept and Requirements Definition Readiness (CRDR) for Information Systems Security Far Term Work Package

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Approval Authority: Service Unit VP

Decision: [29] Submit Airborne data integrity requirements to Automation mid-term work package to support exchange of Air-Ground data

Decision: [186] Policy Decision-Synchronize aircraft equipage with ground infrastructure and acquisition

Decision: [187] Planning Decision/Policy Decision-Incorporate Air/Ground aspects into NextGen Concepts

Decision: [189] Planning Decision/Policy Decision-Develop a means to manage standards bodies to efficiently and effectively utilize resources and meet needs of NextGen

Decision: [190] Implementation Decision-Move standards bodies to develop standards that are sufficient to support NextGen.

Decision: [191] Policy Decision-Develop strategic business case exploring benefits of an interoperable Air-Ground Safety Network.

Decision: [192] Research Transition Decision-Incorporate expected changes to TCAS, Conflict Probe, and Conflict Management into coordinated Air-Ground Safety Network

Decision: [193] Planning Decision: Develop Human/Automation design principles to support NextGen infrastructure

Decision: [194] Planning Decision: Incorporate results into future Requirement for NextGen Technology and Human/Automation intensive operations

Decision: [199] DOTS Sustainment/Integration Decision

Decision: [220] Completion of Dual Frequency (GPS L1 and L5) development & testing for the WAAS ground and space segment hardware, software, and user equipment standards and avionics, required by DoD Mandate, issued September 2008

Decision: [261] Candidate site(s) selected

Decision: [263] Review airspace evolution and determine future phases if any

Decision: [264] Decision to re-design Western Corridor

Decision: [266] Develop concept for RNAV Airspace

Decision: [268] Identify locations for SIDs & STARs Phase 2

Decision: [269] Identify locations (e.g. additional TRACONS and previously re-designed facilities)

Decision: [270] Develop Concept for RNP Airspace

Decision: [273] Develop concept for Integrated Performance Based Airspace

Decision: [274] Decision to continue funding Future Airspace Capacity and Efficiency Research

Decision: [352] Approve IDLM Enhancement

Decision: [377] Develop NextGen Equipage Insertion Strategy

Decision: [378] Define PNT Duplicative Services

Decision: [379] Perform A-G Future Communications Analysis

Decision: [381] Perform UAS Interoperability Demonstration Evaluation

Decision: [382] Develop A-G Functional Allocation

Decision: [383] Develop A-G Data Exchange Framework Performance Requirements

Decision: [384] A-G Mixed Performance Analysis

Decision: [416] Refine ATSAP corrective action processes

Decision: [417] Develop and Implement an ASIAS Enterprise Architecture Interface between ATSAP and ASIAS

Decision: [426] SMS Implemented within ATO

Decision: [429] Mid-Term Integrated SRM Complete

Decision: [430] Determine Required Far-Term Integrated SRM Analyses to Complete

Decision: [431] Far-Term Integrated SRM Complete

Decision: [436] Integrated NextGen Safety Analysis Report Completed

Decision: [463] Planning Decision: Develop NextGen Equipage Insertion Strategy

Decision: [465] Strategy Decision: Define PNT Duplicative Services

Decision: [467] Planning Decision: A-G Future Communications Analysis

Decision: [473] Planning Decision: Develop Requirements for UAS Performance Envelope for UAS Fleets

Decision: [500] Understand Impact of Environmental Policy on PBN Implementation

Decision: [501] Determine Implementation Plan and initial Demonstration Site(s) for IOP

Decision: [522] Transition plan for NAS Programs to use Identity and Key Management Enterprise capability completed

Decision: [563] Define Collaborative Integrated Flight Deck Decision Support Requirements

Decision: [564] Identify Unique Requirements for Single Pilot Operations

Decision: [565] Define New and Recurrent Pilot/AOC Training and Certification Requirements

Decision: [566] Establish Air Crew Segment 2 DataComm Requirements for Displays & Procedures

Decision: [567] Define Procedures and Training Requirements for Low Visibility Ground Operations

Decision: [568] Define Human Factors Guidelines for NextGen Instrument Procedures

Decision: [569] Determine Enhanced Flight Deck Displays for Separation and Collision Avoidance

Decision: [570] Determine Flight Deck Display and Procedures for Trajectory Based Operations

Decision: [571] Provide HF Requirements for Tech Ops Workforce and Workstation

Decision: [572] Provide Requirements and Standards for Personnel Selection, Training, and Staffing

Decision: [573] Provide HSI Requirements for Cross-Domain ATC Decision Support Tools

Decision: [574] Provide HSI Requirements for Workstation Integration

Decision: [575] Provide HSI Requirements to Support ATC Efficiency and Effectiveness Objectives

Decision: [576] Provide ATC/FD DataComm Concept of Operations

Decision: [577] Prototype application of internationally harmonized human reliability assessment tool requirements

Decision: [578] Determine guidelines for FD functional allocation and automation roles

Decision: [579] Provide requirements for FD & A/G human error mitigation

Decision: [580] Determine human reliability requirements for safety risk management

Decision: [581] Provide HF Tech Ops requirements for enhanced Support Services Facilities/Operations

Decision: [582] Provide HF Tech Ops requirements for advanced support services & engineering infrastructure

Decision: [583] Initial HF Requirements for Common Workstation

Decision: [584] NextGen strategic job selection requirements

Decision: [594] Strategy Decision for Flight Services Facilities